PART VI APPENDICES

Appendix A

STATE OF MAINE
GOVERNOR'S ENERGY OFFICE

RESPONSE COVER PAGE

RFI#201608160
DEPLOYMENT OF QUEBEC-MAINE ELECTRIC VEHICLE CHARGING CORRIDOR

Lead Point of Contact for Response - Name/Title: Ted Manser / Grants Manager	
Respondent's Organization Name (if applicable): Car Charging Group, Inc.	
Tel: 305-521-0200 x223	Fax: 305-521-0201
E-Mail: tmanser@carcharging.com	Website (if applicable): www.blinknetwork.com
Street Address: 1691 Michigan Ave., Suite 601	
City/State/Zip: Miami Beach, FL 33139	

(RFI) #201608160

Responses to: lisa.j.smith@maine.gov by 2:00 pm, EST, September 7, 2016.
Tel: (207) 624-7445

Section I. Organization
The Department seeks input from all parties/organizations interested in the deployment of EV charging infrastructure. Brief responses to the eight items below will provide the Department with your interest in the corridor and experience/expertise in the planning, purchase, and installation of charging infrastructure, as well as potential for participation in and use of infrastructure.

1. Complete Appendix A, cover page
Please see completed Appendix A, cover page attached.

2. Provide Respondent's location(s)
Founded in Delaware in 2009, Car Charging, Inc. ("CarCharging") (OTCQB: CCGI) (DUNS Number: 026913370 / EIN: 03-0608147) is a publicly traded company and a pioneer in nationwide public Electric Vehicle Charging Services ("EVCS"), enabling EV drivers to easily recharge at locations throughout the United States. Headquartered at 1691 Michigan Ave., Suite 601, Miami Beach, FL 33139 with offices in San Jose, CA; New York, NY; and Phoenix, AZ, CarCharging's business model is designed to accelerate the adoption of public EV charging.

3. Provide a brief description of Respondent's main products/services
CarCharging offers direct sales of Blink electric vehicle charging stations to residential and commercial property owners, as well as access to the Blink Network. The Blink Network is a cloud-based system that processes customer payments, operates, monitors, and tracks the Blink stations and all of the associated charging data.

In addition to direct sales, Car Charging also offers a comprehensive turnkey partnership program to public, commercial and residential property owners for Electric Vehicle ("EV") charging services. Under the turnkey partnership scenario, CarCharging typically owns and operates the EV charging equipment; manages the installation, maintenance, and related services and shares a portion of the revenue with the host property. By providing EV charging services to property owners and removing their responsibility for equipment maintenance, billing, liability, or customer service issues, CarCharging provides their clients with a risk-free, peace of mind experience.

4. Provide a brief description of years in business
Car Charging, Inc. was founded in Delaware in 2009. With over 7 years of experience, Car Charging, Inc., is a publicly traded company and a pioneer in nationwide public Electric Vehicle Charging Services ("EVCS"), enabling EV drivers to easily recharge at locations throughout the United States. CarCharging has strategic partnerships with municipalities and private companies that own or manage millions of parking spaces

throughout the United States. CarCharging manages more than 13,550 residential and commercial charging points in 36 states and Canada.

5. Provide a description of the management structure

CarCharging, Inc. is led by a Board of Directors and an Executive Management Team. CarCharging's Executive Management Team is comprised of the following leadership:

Michael D. Farkas – Founder & Chairman

Over the last 20 years, Michael D. Farkas has established a successful track record as a principal investor across a variety of industries including automotive, retail, telecommunications, agriculture, and aerospace.

Mike Calise – Chief Executive Officer

Mr. Calise is an executive with more than a decade of clean-tech experience managing the hardware, software, and service divisions for various technology companies from early stage through business plan execution. Mr. Calise formerly served as the Head of North America EV Solutions at Schneider Electric, a nearly $30B world leader in energy management and energy efficiency.

Ira Feintuch - Chief Operating Officer

Mr. Feintuch has been responsible for the purchasing, installation, and maintenance of EV charging equipment, the selection and management of third-party electricians and service professionals for the Company and its subsidiaries, as well as developing strategic partnerships and collaborative relationships.

Andy Kinard – President

Andy Kinard has extensive experience with electric vehicles, renewable energy, and public utilities. Mr. Kinard worked for Florida Power & Light (FPL) for 15 years, where he performed energy analysis for large, commercial accounts and ultimately, became a Certified Energy Manager.

6. Describe any licensure required for any services described in the "Information Sought" section.

CarCharging has long-standing, nationwide relationships with electricians and maintenance companies. CarCharging uses locally licensed electricians to perform installations and maintenance thereby creating green jobs in the communities we serve. Employees and contractors who have been trained and certified by CarCharging and who are licensed are available to perform installations and maintenance services. All of CarCharging's installations are performed in compliance with all applicable laws and regulations

7. Provide clients that are using comparable products or services (including contact information).

Company Name:	**Clark Public Utilities (Clark PUD)**
Contact Name:	**Mr. Paul Chamberlain**
Contact Title:	**Fleet Services Manager**
Contact Phone:	**(O) 360-992-8804 / (C) 360-606-6374**
Contact Email:	**pchamberlain@clarkpud.com**

Company Name:	**Eugene Water & Electric Board (EWEB)**
Contact Name:	**Mr. John Marshall**
Contact Title:	**Facility Maintenance Lead**
Contact Phone:	**(O) 541-685-7455 / (C) 541-520-630**
Contact Email:	**john.marshall@EWEB.org**

Company Name:	**Dalton Utilities**
Contact Name:	**Mr. Mark Buckner**
Contact Title:	**Vice President of Economic Development**
Contact Phone:	**(O) 706-529-1011 / (C) 706-463-1954**
Contact Email:	**mbuckner@dutil.com**

8. Describe skills pertinent to the specific work described in the RFI.

As the nation's leading electric car charging service owner, operator, and provider since 2009, CarCharging offers the widest possible electric vehicle charging solution, has a widespread availability of more than 5,500 commercial charging stations in 36 States and Canada, and as a key feature of this response, is able to offer EV drivers with preferred "Blink Member" pricing to utilize Blink-owned public EV charging stations.

CarCharging is committed to expanding its network, and uses state-of-the-art equipment that is consistently upgraded in response to the evolving EV industry. CarCharging has strategic partnerships across numerous transit/destination locations, including car dealers, airports, healthcare/medical, hotel, mixed-use, municipal locations, multifamily and condo, parks and recreation areas, parking lots, religious institution, restaurants, retailers, schools and universities, stadiums, supermarkets, transportation hubs, and workplace locations, etc.

Although CarCharging is providing information on Blink EV charging stations and the Blink Network in this response, CarCharging is "**technology agnostic**" and operates EV charging stations by various manufacturers on various EV charging networks, and is not, in contrast to our competitors, dependent on any single manufacturer. CarCharging owns and operates Level 2 and Direct Current Fast Charging ("DCFC") equipment manufactured by Blink, ChargePoint, General Electric, Nissan, and SemaConnect. Additionally, CarCharging owns and operates the robust, feature-rich Blink Network, a cloud-based platform that operates, monitors, and tracks the Blink stations and all of the associated charging data.

CarCharging's extensive footprint of current Blink Level 2 electric vehicle charging stations with are compatible with electric vehicles sold in the United States: Blink Level 2 charging stations transfer 240 volts (up to 19.2 Kw) of electricity from the electrical grid to vehicle batteries (recharging vehicles faster than AC Level 1) and enable eligible vehicles to receive approximately 20 miles of range per hour or charge. CarCharging's extensive footprint of Blink Level 2 EV charging stations have the North American standard SAE J1772 EV connector that is compatible with electric vehicles sold in the United States, including the Audi A3 E-Tron, BMW i8, BMW i3, BMW X5 xDrive40e, Cadillac ELR, Chevy Volt , Chevy Spark, Fiat 500e, Ford Fusion Energi, Ford C-Max Energi, Ford Focus Electric, Hyundai Sonata PHV, Kia Soul EV, Mercedes Benz B-Class 250ED, Mercedes BenzS550 PHEV, Mitsubishi i-MiEV, Nissan Leaf, Porsche Cayenne S-E, Porsche Panamera S-E, Porsche918 Spyder, Smart Fortwo Electric Drive, Tesla Model S (via adaptor), Tesla Model X (via adaptor), Volvo XC-90 PHV, Volkswagen e-Golf, as well as many others scheduled for release over the next few years. Blink charging stations are designed for indoor and outdoor applications.

Blink Network: In conjunction with the EV charging stations, the Blink Network collects station data and offers features that allows the central control of multiple functions, such as real-time monitoring of usage and access. The Blink Network

provides hosts with consolidated standard and customizable station information, as well as the ability to manage and review the data as necessary. Administrators of the Blink Network can access a wealth of information via customizable gauges and dashboard that provides real-time data pertaining to the EV and Blink charging stations. Remote real-time monitoring and diagnostics of the charging stations status are enabled by the Blink Network for superior quality of service.

Data Tracking & Reporting: Via the Blink Network portal (http://www.blinknetwork.com), owners and administrators of EV charging stations on Blink Network have the ability to manage data produced from the EV charging stations, view real time statistics for EV chargers at different locations, and determine long term trends using customizable reports that allow for data export and annual analysis. Blink Network provides the ability to manage stations and review the data as necessary, including consolidated standard and customizable station reports.

EV Driver Experience: CarCharging provides a superior charging E-mobility experience demonstrated by the ease and convenience of accessing our EV charging stations via internet, mobile app, email, and phone options. Signing up for Blink Membership is free and simple via these same channels and can be completed instantaneously. These access points are further supported by our in-house, single-point of contact Customer Support center that is available to assist drivers, retailers, and station hosts seven days/week. All EV drivers are able to utilize EV charging stations on Blink Network. CarCharging offers networked Blink AC level 2 stations that are open to all electric vehicle drivers without requiring subscription.

Drivers can simply and conveniently pay for Blink EV charging services via:

- Blink RFID membership card,
- Blink Guest codes,
- Blink Mobile Application (available for iOS and Android), (“app”), or
- Blink Customer Support

Free and easy Blink Member sign up options: EV Drivers may opt to become a Blink Member for free via the Blink Network website (www.blinknetwork.com), Blink Mobile app, or by contacting Blink Customer Support (available via toll-free number: 888-998-2546 or email: support@blinknetwork.com). Drivers can become a member in a few easy steps, including providing a valid, major credit card (Visa, Master Card, American Express, Discover) and their associated billing address.

Blink Membership Benefits: In addition to initiating EV charging sessions via the Blink RFID membership card or Blink Mobile app, Blink Members have access to advanced

features such as notifications and charging history, and may receive discounted EV charging fees.

Drivers can access their Blink account information via internet, mobile app, or phone. Through their Blink account, drivers can also select their preferred method to receive charging status updates and notifications (email or SMS text messages) and define default charging locator settings using GPS or default zip code. Notifications include:

- Charging
- Charging Completed
- EV Unplugged
- Fault Occurrence

Authentication: The Blink Network supports key cybersecurity controls such as authentication, authorization, accountability, confidentiality, and integrity by storing sensitive financial information on a secure database in the back office. All sensitive data is encrypted while being transmitted. CarCharging offers robust hardware and over the past three years, has had a network uptime of 99.9%.

Fleet Vehicles: Blink offers several features for fleet customers, such as the ability to group their EV charging stations and restrict station access to specific drivers. Additionally, fleet drivers can input individual vehicle mileage information before initiating each charging session. This provides the fleet manager with necessary data to monitor and analyze driving trends, frequency of charging, and energy consumption in a single platform. The touchscreens on the Blink EV chargers also offers the ability to display relevant content and promotions, extending the consumer experience.

Customer Service: *Car Charging's policy is, and always has been, that customer service and satisfaction come first. Our goal for our Call Center is to achieve First Contact Resolution for every call.*

At the time of purchase, new Blink EV charging stations come with a 12-month warranty that covers defects in materials and workmanship. Blink warrants and represents that the Equipment will conform to our specifications in all material respects and that the Equipment will be free from material defects in materials and workmanship for a period of twelve (12) months from the date of purchase by Customer for new Equipment and ninety (90) days for remanufactured Equipment (the "Limited Warranty Period").

To obtain repair or maintenance services after the Limited Warranty Period, customers may purchase a separate repair and maintenance agreement from Blink or one of its affiliates. Under the "All Inclusive Service Plan" Blink handles all service & maintenance issues; includes all parts and labor for all installed equipment for $899 per charger, per year. This is a one-call plan and customers are required to do nothing but report the issue to the Blink Customer Support Team and the issue will be resolved.

Superior customer support comes with every Blink EVSE unit installation. Should a Blink charging unit require service, the affected electric vehicle driver or an equipment owner can call the toll-free number (1-888-998-2546) that is clearly visible on all Blink electric vehicle charging units and report the maintenance requirement to Car Charging Group. Technical support is also easily reached by email (NOC@blinknetwork.com) & (support@blinknetwork.com).

Blink Customer Support is available from 8:00 am to 2:00 am EST, seven days a week. Most service issues can be addressed right at the electric vehicle charging unit location, as the software automatically points out issues and walks the customer through resolution. Live support staff address questions and issues that cannot automatically be resolved by software.

CarCharging's Blink Support system features three-tier operational support:
When a call is placed to the Blink Support Center, Blink technicians will work with the caller and will attempt to remotely troubleshoot the unit. Should field service be required, Blink Support will dispatch members of our local certified contractor network to repair or replace the electric vehicle charging unit or part(s) or component(s).

Tier 1: Our in-house Customer Support team is trained to answer and resolve most frequently asked questions. This tier provides basic support, attempts to troubleshoot any stations remotely, and records pertinent session and/or station information, and escalates any issues that can't be immediately resolved.

Tier 2: Blink Network Operations Center (NOC) staff receives more in-depth training about the Blink Network infrastructure and provides more advanced troubleshooting.

Tier 3: Blink Field Services and Engineering staff have extensive knowledge of our stations and network, and are able to resolve issues when more technical or field-specific support is required. Should field service be required, a service ticket is created and our Field Services Manager schedules service with either a staff member or a local certified contractor network to repair or replace the station(s).

PART II INFORMATION SOUGHT

The Department, on behalf of the Québec-Maine EV Task Force, seeks information regarding the planning and deployment of an electric vehicle charging corridor between the province of Québec and Southern Maine. The information obtained through this RFI will define the specifications for a future RFP to establish the corridor**.**

The Québec-Maine EV Task Force has defined some preliminary parameters for an EV corridor. The proposed route is illustrated on the map to the left. The route will start at the Québec border (Rte. 201), pass through Skowhegan and Waterville, connect with Interstate 95, and follow I95 through to the southern part of the state of Maine. Initial considerations include the following: highly visible, DCFC infrastructure deployed at intervals of 50-70 miles along the length of the corridor; infrastructure which is compatible with all types of electric vehicles; payment system(s) that are accessible by both Canadian and US vehicle operators; and, a charging network in which interoperability and reliability are paramount. Therefore, the Department, on behalf of the Québec-Maine EV Task Force, seeks information on any or all of the following:

1) Are the specifications described above sufficient to meet the EV Task Force goals of interoperability, accessibility, and reliability?

The specifications described above are sufficient to meet the EV Task Force goals.

If not, what changes should be made (e.g., distance between stations, proximity to corridor; choice of DCFC technology)?

The specifications described above are sufficient to meet the EV Task Force goals, however, reducing the distance between stations to 40 miles would reduce a majority of "range anxiety" experienced by EV drivers. Additionally, providing Level 2 charging stations at these locations may offer lower cost charging stations options for the Department that offer many of the benefits of DC Fast Charging EV stations without the DC Fast Charger's associated larger purchase, installation and operational costs.

Should there be minimum requirements in the infrastructure to ensure interoperability?

Minimum requirements for infrastructure should include electric vehicle charging stations that are reliable, networked, are capable of processing payment, are capable of remote upgrades and troubleshooting, include J1772 connectors, offer a path for upgrade, and the organization(s) selected to provide these products and services should have a strong customer support team.

2) Should the Department seek a vendor to oversee the entire project, including selection and installation of system components, or simply provide cost-share for any company installing electric vehicle charging infrastructure along this corridor?

The Department should provide a cost-share for any company installing electric vehicle charging infrastructure along this corridor. This will allow various electric vehicle charging station providers to take part in the electrification of the corridor. By seeking a diverse selection of charging stations, the Department will enable electric vehicle drivers and the public to become aware of the electric vehicle charging station options, will ensure the most competitive pricing, and will provide security against any one provider becoming a non-entity in this competitive vertical.

Could there be a combination of both options?

A combination of both options would be difficult because the vendor overseeing the project would not likely be inclined to include other vendors in the project and may lead to being perceived by the public as a monopoly in the market.

3) What should the Department and Task Force take into consideration when determining individual sites (e.g., cost, ownership, visibility, accessibility)?

One of the most difficult tasks in rolling out electric vehicle charging infrastructure is identifying properties that are willing and able to be host locations for the chargers. Properties that are located near major travel corridors, have high visibility, and offer multiple venues for electric drivers to visit while they are charging make ideal locations. When considering the installation of charging infrastructure on the property, it is important to ensure that electric capacity for the charging stations is accessible, limit the distance the charging stations will be installed from the power supply, and to ensure that the routing of conduit is done so as to avoid as much trenching and boring through concrete and asphalt as possible.

Should this initiative try to leverage potential hosts to purchase electric vehicles for use by their organization or others?

This initiative should focus on installing charging stations. There is no need to provide additional leverage to potential hosts to purchase electric vehicle as this will occur naturally when the charging infrastructure exists. As more charging stations become available, and visible, and the EPA mandates stricter emissions control on internal combustion engines, more people will naturally purchase electric vehicles.

Should that be a factor in the evaluation between competing host sites?

Factors in the evaluation between competing host sites should include ease of installation, ease of public access, interest in providing matching funds to install charging stations on the host locations.

4) What should be the minimum/ideal technological specifications, such as DCFC, level 2, or both; number of chargers per station; reliability and speed of technology?

Minimum requirements for infrastructure should include electric vehicle charging stations that are reliable, networked, are capable of processing payment, are capable of remote upgrades and troubleshooting, DCFC units include CHAdeMO connectors, Level 2 units include J1772 connectors, offer a path for upgrade, and the organization(s) selected to provide these products and services should have a strong customer support team.

5) What are the pros and cons of the various hardware options and operational/maintenance models and technologies?

Pros for deploying DC Fast Charging EV stations is that the rate of charging electric vehicles is very fast. Cons for deploying DC Fast Charging EV stations is that the cost of purchasing and installing the DC Fast Charging EV stations is very high (approximately 10x the cost of Level 2 charging stations and the DC Fast Charging EV stations can incur demand fees for use during peak times can that can be greater than revenue potential.

Pros for deploying Level 2 charging stations are that the cost of purchasing and deploying the charging stations is very reasonable and that Level 2 charging stations are becoming capable of offering charges that are comparable in Amperage to DC Fast Charging EV stations with a much smaller footprint. Cons for deploying Level 2 charging stations is that they currently offer a slower charge than DC Fast Charging EV stations (approximately 25 miles of range per hour of charging).

Pros for purchasing a maintenance agreement are one call solves all issues. Cons for purchasing a maintenance agreement are that EV charging stations are becoming very reliable and maintenance may not be required.

6) What are the various ownership models being used in other locations, and what are the pros and cons of each?

CarCharging offers two methods of Electric Vehicle Charging Equipment ("EVSE") acquisition:

Purchase Option

Your organization could elect to purchase, install, own and operate the charging stations outright. Under this option, Blink Level 2 wall mounted units are being offered at MSRP of $1,999 per unit and Blink Level 2 pedestal mounted units are being offered at MSRP of $2,499 per unit. Annual network connection fees are $216 per year, per charging station, and there is an eight per cent 8% transaction fee on transactions. Installation costs, shipping, and taxes are not included in the purchase price. An all inclusive service plan is offered where Blink handles all parts and labor for all installed equipment for $899 per charger, per year. This is a one-call plan and you are required to do nothing but report the issue to our customer service team and the

issue will be resolved. The Blink customer service number is 1 888-998-2546.
If your organization elects to purchase, install, own and operate the charging stations outright, CarCharging shall remit to your organization one hundred (100%) of the net revenue generated by the Equipment, which shall include, but not be limited to, the gross revenue generated by electric vehicle charging fees and advertising, minus (i) any and all taxes, (ii) eight per cent 8% transaction fees, and (iii) $18.00 per charger, per month in network/connectivity fees related to the operation of the Equipment (the "Revenue Payment"). Any unpaid fees shall accrue to the next month.

Pros of this option are the charging station rates are set by the owner and 100% of the net revenue is remitted to the owner. Cons of this option are cost to purchase the units and the responsibility to provide ongoing maintenance for the charging stations.

Partnership Option
Under the partnership option, CarCharging will provide, own, operate and maintain the charging stations on the agreed upon property for a period of seven years. CarCharging will provide charging services at our current rates per kWh for a Blink Member and per kWh for a Blink Card non-member. Your organization will pay the installation costs including all labor and infrastructure costs. CarCharging shall remit to your organization forty (40%) of the net revenue generated by the Publicly Accessible Equipment, which shall include, but not be limited to, the gross revenue generated by electric vehicle charging fees and advertising, minus (i) any and all taxes, (ii) eight per cent 8% transaction fees, and (iii) $18.00 per charger, per month in network/connectivity fees related to the operation of the Equipment (the "Revenue Payment"). Any unpaid fees shall accrue to the next month.

Under the partnership option your organization can install the equipment utilizing an electrician of your choice **OR**, for a 18% management fee, CarCharging can manage the installation of the equipment and invoice your organization for the cost of installation. Pros of this option are that the cost to partner is significantly less than cost to purchase outright as there is no cost for the units and no cost for the ongoing maintenance of the units. Cons of this option are that the fees to charge are set by CarCharging and the revenue is shared in a 60%/40% split.

7) Are there organizations/municipalities/businesses who would be interested in partnering with the state on this project?
CarCharging Group, Inc. is interested in partnering with the state on this project and would leverage our extensive relationship with regional property owners to promote this project and identify potential host properties.

What might that partnership look like?
Examples include, but are not limited to, additional infrastructure at charging locations; promotion of corridor; ongoing operations and maintenance; private or municipal ownership once completed. The form of local participation may be the subject of a future RFP.

CarCharging Group, Inc. is interested in partnering with the state on this project and can offer charging stations under a purchase or partnership model. Under either option, CarCharging Group, Inc. will promote the corridor, provide options for ongoing operations and maintenance of the charging stations and network, provide options for ownership, and share our expertise in managing the installations of charging networks.

Purchase Option

Your organization could elect to purchase, install, own and operate the charging stations outright. Under this option, Blink Level 2 wall mounted units are being offered at MSRP of $1,999 per unit and Blink Level 2 pedestal mounted units are being offered at MSRP of $2,499 per unit. Annual network connection fees are $216 per year, per charging station, and there is an eight per cent 8% transaction fee on transactions. Installation costs, shipping, and taxes are not included in the purchase price. An all inclusive service plan is offered where Blink handles all parts and labor for all installed equipment for $899 per charger, per year. This is a one-call plan and you are required to do nothing but report the issue to our customer service team and the issue will be resolved. The Blink customer service number is 1 888-998-2546.

If your organization elects to purchase, install, own and operate the charging stations outright, CarCharging shall remit to your organization one hundred (100%) of the net revenue generated by the Equipment, which shall include, but not be limited to, the gross revenue generated by electric vehicle charging fees and advertising, minus (i) any and all taxes, (ii) eight per cent 8% transaction fees, and (iii) $18.00 per charger, per month in network/connectivity fees related to the operation of the Equipment (the "Revenue Payment"). Any unpaid fees shall accrue to the next month.

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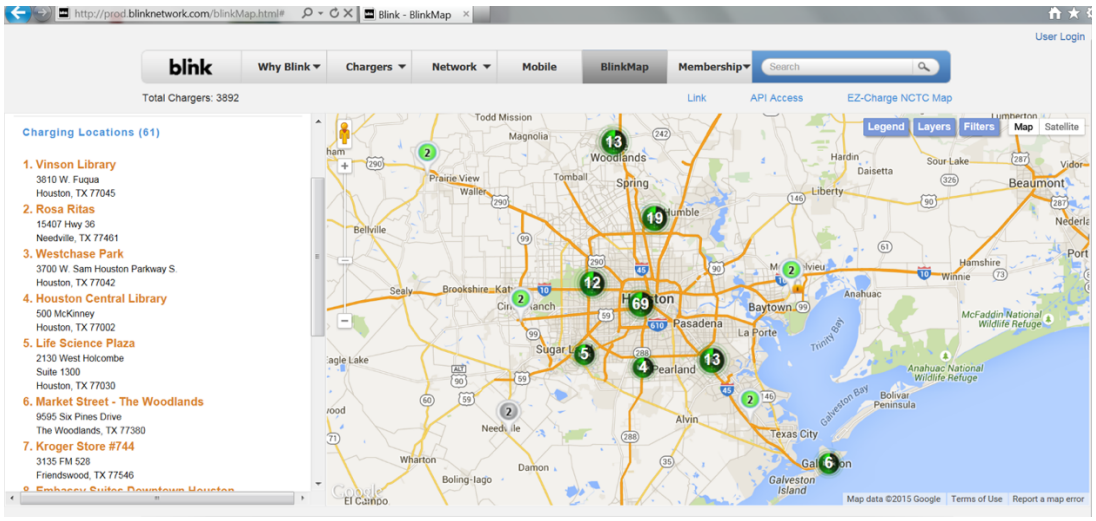
8) How have other similar projects successfully promoted the existence and use of the facilities once installed?

CarCharging promotes similar projects with media releases, by placing the charging station's location on multiple charging station locator webpages, and via the Blink mobile application. Via the Blink mobile applications electric vehicle drivers may choose how they receive charging status updates and notifications (email or SMS text messages) and define default charging locator settings using GPS or default zip code. EV drivers are able to locate Blink EV charging stations via various charging station locator webpages including but not limited to:

The Alternative Fuels Data Center Electric Vehicle Charging Station Locator (http://www.afdc.energy.gov/fuels/electricity_locations.html)

The Blink Network Electric Vehicle Charging Station Locator (http://www.blinknetwork.com/blinkMap.html)

PlugShare – Electric Vehicle Charging Station Locator (http://www.plugshare.com)



Screen shot from Blink Network Electric Vehicle Charging Station Locator on the Web

9) Should data on the usage of the future charging infrastructure be collected?

Information derived from this project could be used to offer insights into electric vehicle charging patterns and would help to identify where the location of electrical loads will occur and where the most heavily used charging stations are located. This information will provide value to utility companies located in other regions of the United States.

Are there privacy concerns related to the collection of data?
There are no privacy concerns related to the collection of data via the Blink Network. The Blink Network keeps member information anonymous, supports key cybersecurity controls such as authentication, authorization, accountability, confidentiality, and integrity by storing sensitive financial information in a secure database. All sensitive data is encrypted while being transmitted. CarCharging offers robust hardware and over the past three years, has had a network uptime of 99.9%.

10) Please provide any additional information that may guide optimal design, purchase, installation, operation, maintenance, and ultimate use of the facilities.
The number of charging stations deployed is based upon the saturation of electric vehicles and the number of existing electric vehicle chargers in the geographical area of the proposed electric vehicle charger location.

Placement of the charging stations at the property is based upon the following factors:

- Installation location of the EVSE unit can affect the user's view of the Point of Sale (POS) screen. Preference is to install the EVSE unit in a shady area or have north/south exposure to improve the user's view of the POS screen and reduce glare.

- Installation location of the EVSE unit should not be located near heavy industrial equipment or power and/or ground lines that support heavy equipment. Heavy industrial equipment could create noise on the lines that would create a Power Fault or Out of Service message when the EVSE unit has power turned on.

- Installation location of the EVSE should not be located near a radio transmitter tower. A radio transmitter tower could cause interference with the EVSE unit and the vehicle that is being charged.

- The charger assembly should be mounted in close proximity to the vehicle stall and at a location where the 25-foot charging cord can be easily connected to the vehicle charging port without the cord stretching taut and/or presenting a trip hazard.

- Before the Blink unit arrives, the following should occur:
  - Installation site should be selected.
  - One 1" electrical conduit should be installed according to local code.
  - Method of EVSE unit communication should be determined (a site survey should be performed to determine the most appropriate data communications method.)

  There are three data communication methods:
  - Cellular Modem
  - Wi-Fi
  - Ethernet LAN – Install according to local code.

- If applicable, consider locating the Blink charging system to be accessible from multiple parking spaces.

- Review the proposed parking space to ensure that there are no tripping hazards.

- The foundation / mounting pad must be poured or installed with anchors in place before EVSE unit installation.

- The design of the foundation / mounting pad should be designed by a Professional Mechanical Engineer to meet the requirements of local codes and conditions.

- Ensure that placement of the Blink unit and surface mount conduit do not create a hazard.

- Install conduit per local code and ordinances.

Section III. Required Attachments

The Department does not require any specific attachments to be presented in response to this RFI. Attachments and/or links to applicable statutes, websites or other useful information can be included as part of the responses to questions listed in Part II of this RFI.

Please find specification sheets for Blink DC Fast Charging and Blink Level 2 Electric Vehicle Charging Stations attached.

Blink DC Fast Charger

Simply Smarter Commercial Design

The Blink DC Fast Charger enables the quick transfer of electricity from a grid power unit to an EV. The Blink design offers intelligent, user-friendly features and provides commercial opportunities to property owners.

Benefits of Blink's DC Fast Charger Design

- Simplified 2-piece design; separate GPU (contains the power electronics) and charging station allows for ease of installation and design aesthetics
- Fully customizable exterior treatment and graphics available
- 42" LCD display for optional media and advertising
- Ad space available through the Blink Network can provide additional revenue
- Connects with AMI interface and smart meter capability for demand response and energy management
- Dual ports for increased user access and availability
- Beacon light and window for increased visibility

CHAdeMO Compliant EV Connector

- CHAdeMO-endorsed connector for use on fast charge-capable electric vehicles worldwide
- Ergonomic design
- Intuitive connector docking for protection and storage
- Prevents accidental disconnection
- Safe in wet or dry conditions

Fast, Convenient, and Easy to Use

- Capable of providing an 80% charge in less than 30 minutes*
- Integrated with the Blink Network
- Smart RFID technology allows for ease of payment
- Can operate independent of a retailer point of sale (POS) system
- Smartphone application provides charger location and GPS navigation, charger status, and notification of completion or interruption of charge
- User-friendly, interactive touchscreen display
- Web-based information delivery
- Provides charge status and cost of charge information
- Easily programmable start/stop timing

*Dependent on battery size, vehicle battery management system, state of charge, and operation under optimal conditions.

Learn more at www.BlinkNetwork.com

Blink DC Fast Charger Specifications, Dual Port

Maximum Output Power	60 kW (Adjustable from 30kW)
Maximum Output Current	200 Amps (limited by Connector selected)
Minimum Output Current	5 Amps
Output Voltage	200 VDC - 450 VDC
Input Voltage	208/400/480/600 VAC 3-Phase
Frequency	50/60 Hz
Input Current	200 Amps at 208 VAC 100 Amps at 400 VAC 89 Amps at 480 VAC 71 Amps at 600 VAX
Connector/Cable	Yazaki - CHAdeMO compliant 120A rated
Cable Length	12 feet (estimated)
Station Dimensions	52” W x 98” H x 15” D
Station Weight	450 lbs
GPU Exterior Dimensions	69” H x 53” W x 36” D
GPU Weight	1,017 lbs
Temperature Rating	-4°F (-20°C) to 122°F (50°C)
Enclosure	NEMA Type 3R; sun and heat resistant
Efficiency	90% or greater
Power Factor	.9 or better

Features

- Certified energy and demand metering; meets ANSI C12.20 and IEC687
- Wireless 3G; Ethernet capable
- Demand response capable via third-party software control system
- Top hang cable management system
- Interactive touch screen
- RFID validation interface
- Web-based media delivery
- Internal meter to monitor energy and demand usage
- Supports energy usage data evaluation

Quality Control and Facility Certifications

Manufacturing facility meets all relevant facility certifications, including:

- ISO -9001; 2008
- UL manufacturing facility certification or other nationally-recognized testing laboratory (NRTL) manufacturing facility certification

Standards and Certifications

- NEC article 625 electric vehicle charging system
- UL listed to UL2202, UL2231, and UL2251 (for EVSE)
- UL 50 UL standard for enclosures for electrical equipment

Learn more at www.BlinkNetwork.com

Blink Level 2 Pedestal Charger

Simply Smarter Pedestal Design

The Blink Level 2 Pedestal Electric Vehicle (EV) Charger provides a convenient method for charging Electric Vehicles. The pedestal design provides intelligent, user-friendly features to safely and easily charge.

Updated Cord Set

Benefits of Blink's Unique Design

- Modern, stylish appearance
- Ease of installation
- Advertising space available
- Convenient cable management for long reach and storage between uses
- Connector holster for protection and storage
- Intuitive connector docking
- Selective height design for convenient conformity with ADA considerations
- 360° beacon light to assist in locating the station

J1772 Standard EV Connector (Standard for EV Charging in the United States)

- Updated Cord set with ergonomic design
- Prevents accidental disconnection
- Grounded pole - first to make contact, last to break contact
- Designed for more than 10,000 cycles
- Can withstand being driven over by a vehicle
- Safe for use in wet or dry conditions

Energy Meter

- Internal meter to monitor energy and demand usage
- Supports energy usage data evaluation
- Supports electric utility EV billing when certified to ANSI 12.20 and IEC standards
- Connects with AMI interface and smart meter capability for demand response and energy management

Touch Screen

- Convenient, user-friendly touch screen display
- Charge status and statistics
- Pre-loaded with Blink commercial user interface

Learn more at www.BlinkNetwork.com

Blink Level 2 Pedestal Charger Specifications

Input Voltage	208 VAC to 240 VAC +/- 10%
Input Phase	Single
Frequency	50/60 Hz
Input Current	30 Amps (maximum), 12A, 16A, 24A available
Breaker Size	40 Amps; settings at 15A/20A/30A available
Output Voltage	208 VAC - 240 VAC +/- 10%
Output Phase	Single
Pilot	SAE J1772 compliant
Connector/Cable	SAE J1772 compliant; UL rated at 30A maximum
Cable Length	25 feet (approximately)
Dimensions (ext.)	66” H x 20”W x 17”D
Temperature Rating	-22°F (-30°C) to 122°F (50°C)
Enclosure	NEMA Type 3R; sun-and-heat resistant
Certifications	NEC article 625 EV charging system UL and ULc to 2594

Features

- Charge circuit interruption device (CCID) with automatic test
- Ground monitoring circuit
- Nuisance-tripping avoidance and auto re-closure
- Cold load pickup (randomized auto-restart following power outage)
- Certified energy and demand metering
- Multiple modes of communication, including wireless (IEEE 802.11g), cellular, 802.15 protocol capable, and LAN
- Web-based bi-directional data flow
- Cord management system
- Smartphone applications for status changes and notifications of completion or interruption of charge
- Controllable output to support utility demand response requests
- Revenue systems support
- Multiple input current settings to accommodate electric service capability

Safety

- Interlocks with EV drive system so that the EV can not drive when connector is inserted in EV inlet
- De-energizes station if connector and cable are subjected to excessive strain
- Charge current interrupting device (CCID) with automatic test feature for personal protection
- Connector parts are de-energized until latched in EV inlet
- Meets all National Electric Code requirements
- UL Listed

Learn more at www.BlinkNetwork.com